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ABOVE-NORM OPERATIONS ON SOVIET RAILROADS; LAG IN PREPARATIONS FOR WINTER FREIGHTING OPERATIONS

ABOVE-NORM-WEIGHT TRAINS ON BALTIC RAILROAD SYSTEM -- Moscow, Gudok, 29 Aug 53

The number of above-norm-weight trains operated on the Baltic Railroad System in July was 150 percent of the number operated in January. For 7.5 months of 1953, engineers of the system have operated 15,000 above-norm-weight trains which hauled 3.5 million tons of freight above the norm. So far in 1953, 1,350,000 rubles have been saved from fuel expenditures.

HAULING AGRICULTURAL MACHINERY ON BALTIC RAILROAD SYSTEM -- Moscow, Trud, 22 Sep 53

Recently, a through freight train departed from the station of Tornyakalns with products of the "Imanta", (Agricultural Machinery Manufacturing Plant) at Riga. Seventy-three cars with "VS-2" winnowers and "Triumf" graders have been dispatched to the kolkhozes of the Bashkirskaya ASSR, and Chkalovskaya, Kuybyshevskaya, and Gor'kovskaya oblasts.

By adopting a new method of loading, the railroad workers of the Baltic Railroad System now load 12 machines to a box car instead of 10.

The workers of the Tornyakalns station and the workers of the Imanta factory have pledged to dispatch the freight for the agricultural areas on through trains, and by more compact loading, to use 30 percent fewer cars each month than formerly.

In the dispatching of grain-cleaning machines alone, the station during the past 3 months has used 50 cars less than formerly. For the same period of time, the factory has saved 50,000 rubles in shipping tariffs and packing.

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ABOVE-NORM-WEIGHT OPERATIONS ON THE BELORUSSIAN SYSTEM -- Minsk, Sovetskaya Belorussiya, 24 Sep 53

In pre-October socialist competition, engineers of the Luninets Engine Terminal of the Belorussian Railroad System pledged to operate, by 7 November 1953, 250 above-norm-weight trains and to save 150,000 rubles. These obligations are being met successfully. During August, 197 above-norm-weight trains were operated, thousands of tons of freight were hauled above the plan, and 45,000 rubles were saved. First place in the socialistic competition was awarded to engineer Vladimir Nikonov. During August, he operated 17 above-norm-weight trains, which hauled 3,435 tons of freight above the norm. Nikonov increased the average daily run of the engine by 13 kilometers above the norm.

NARROW-GAUGE LINE OPERATIONS ON ASHKHABAD RAILROAD SYSTEM -- Stalinabad, Kommunist Tadzhikistana, 25 Sep 53

Railroad workers of the narrow-gauge line between Kurgan-Tyube and Nizhne Pyandzh are delivering grain, fuel, mineral fertilizer, and insecticide to the kolkhozes of Vakhshskaya valley.

Now the workers of the line are transporting the products of the new harvest. More than 1,000 tons of raw cotton have been delivered to the cotton mills of Kurgan-Tyube and Uyaly. The hauling of cotton fibers has begun.

LAYOVERS OF LOCAL SERVICE FREIGHT CARS ON EAST SIBERIA SYSTEM SHORTENED -- Moscow, Gudok, 26 Sep 53

Local service freight cars on the East Siberia Railroad System up till now have moved very slowly. They have often been uncoupled at intermediate stations due to the absence of freight handlers. While awaiting inclusion in a succeeding train, these cars stand idle for many days. For example, on the stretch from Irkutsk to Tayshet, the average turnaround time for a car is 30-35 days.

In order to quicken the delivery of goods to the consignees, the leaders of the system sent two freight handlers with one local consist. On a round trip from Irkutsk to Tayshet, the time was reduced to almost one third of what it was formerly. During this run, 19 intermediate stations were served and not one car had to be uncoupled. The freight handlers were able to perform all the operations in the normal train layover time. Besides this, the freight handlers distributed all of the freight received en route in such a way that when the train arrived in Tayshet it was possible to dispatch two of the cars fully loaded to be transferred to the Krasnoyarsk Railroad System.

INCREASE LOCOMOTIVE RUNS BETWEEN REPAIRS ON MOSCOW-RYAZAN' RAILROAD SYSTEM -- Moscow, Vechernyaya Moskva, 1 Oct 53

At the Moskva-Passazhirskaya Terminal of the Moscow-Ryazan' Railroad System, two engines, SU-253-40 and SU-211-51, have attained record results in runs between repairs.

The crew of engine No 253-40 pledged to make 300 locomotive runs between running-gear repairs, totaling 150,000 kilometers, or twice the norm. The men have kept their word and even increased the run to 161,000 kilometers.

Another example is the record of the senior engineer A. Petrov. Petrov and his crew ran their engine 30,000 kilometers between washings. This is 2.5 times the assigned norm.

Another locomotive crew saved 13 tons of coal and 60 kilograms of lubricant in one month. By increasing the engine runs between washing repairs, it saved 606 rubles. This lowered the cost of each 1,000 locomotive-kilometers by 17 percent. The locomotive crew promised to lower the cost of hauling by 20 percent by 7 November.

ABOVE-NORM-WEIGHT TRAINS ON EAST SIBERIA SYSTEM -- Moscow, Pravda, 21 Sep 53

In August, the East Siberia Railroad System operated 1,645 above-norm-weight through freight trains. It hauled almost 100,000 tons of freight above the plan. For eight months of 1953, engineers of above-norm-weight trains have hauled more than 7 million tons of freight above the established norm.

HAULING FREIGHT TO AGRICULTURAL AREAS SERVED BY TURKSIB SYSTEM -- Alma-Ata, Kazakhstanskaya Pravda, 7 Oct 53

The crew of the station of Rubtsovka, in September, exceeded the plan for loading tractors built by the Altay Tractor Factory. Many above-plan cars have been dispatched by the workers of the station of Pishpek. The crew of the station of Zhana-Semey loaded 79 cars of mash above the September plan. At the stations of Ul'ba-Perevalochnaya, Cheremshanka, and others, hundreds of cars of lumber were loaded above the plan. Many of these cars of lumber were dispatched to the kolkhozes and MTS.

PREPARATIONS FOR WINTER FREIGHTING OPERATIONS LAGGING -- Moscow, Gudok, 14 Aug 53

On the Sverdlovsk, South Ural, and Stalin Railroad Systems last year the necessary precautions were not taken for the hauling of freight susceptible to freezing. Due to this fact, crude sulfur, iron ore, and other materials with a high moisture content were shipped without taking the necessary precautions. These materials froze while en route; consequently, the cars had a long layover during unloading. For example, in the fourth quarter of 1952, the Voskresenskiy Chemical Combine alone paid the Moscow-Ryazan' Railroad System more than 200,000 rubles in demurrage charges for the long layover of cars carrying crude sulfur which had frozen en route.

On the Sverdlovsk, Belorussian, and Donets Railroad Systems, there were many instances of long layovers of cars carrying iron ore which had frozen.

To avoid such instances in the winter of 1953-54, it is necessary, at this time, to haul as much crude sulfur and iron ore as possible to the chemical and metallurgical foundries. This will lessen the hauling of such freight during the cold winter months.

In July, the Ministry of Railways gave the Sverdlovsk Railroad System an increased norm for the loading of crude sulfur. The system has, however, not only failed to complete the special norm but also the basic carloading plan. For example, the Sredne-Ural'sk Copper Smelting Plant of the Ministry of Metallurgical Industry USSR loaded and dispatched in July 380 cars of copper less than the established plan.

For the first 6 months of 1953, the yearly plan for the construction of freight warehouses was completed only 29.3 percent by the Main Administration of Railroad System Construction Organizations (Tsudorstroy). The Main Administration of Railroad Construction of the West completed only 33.7 percent of its annual plan. Out of 95 freight warehouses which should have put into operation in the current year, only ten have been activated, while the foundations of 24 of the warehouses have not even been laid.

On the Volga, South Ural, and Kazan' railroad systems the yearly plan for the repair of warehouses was only 25-30 percent completed on 1 July 1953.

The preparation of loading and unloading machines for winter is also going unsatisfactorily. On many systems, the plan for the repair of cranes is not being completed. For example, on the L'vov System, only seven out of 13 cranes which needed capital repairs were repaired. On the Odessa-Kishinev System, two out of six cranes needing repairs were repaired, on the Northern System, three cranes needed repairs but only one was repaired.

Obtaining the necessary winter supply of materials and spare parts for loading and unloading machines is being delayed. The Main Administration of Material and Technical Supply must give the railroad systems 70 storage batteries in 1953; however, by 20 July only 20 batteries were installed. As a result, many fork lift trucks are inactive.

The construction of mechanized freight yards and areas for container consignments is going very unsatisfactorily at Sverdlovsk, Chelyabinsk, and Kiev. For the first half of 1953, only 21.3 percent of the appropriations for these jobs was utilized.

Of exceptional importance for all the work of railroad transportation is the timely preparation for winter of the sidings and of all the transportation facilities of industrial enterprises, where 80 percent of all freighting operations is carried on.

By 1 July 1953, improvements at all of the sidings, the development of a practical plan for the orderly operation of locomotives and track maintenance, and the development of the loading and unloading points and their illumination should have been completed. However, an inspection has shown that little preparation is being done. Less than half of all the sidings were inspected within the prescribed time. The lag is especially noticeable on the Kazan', Southeastern, Moscow-Kiev, Donets, and Tashkent railroad systems, where this work has barely begun.

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